IN THE CLAIMS:

Please amend the claims as shown re-written below with amendments effected therein. Appendix I is attached hereto having marked versions of said claims with amendments indicated by brackets and underlining.

5. (Amended) The convertible of claim 4, wherein the partial joints (15; 16) in each case comprise two joint points (21, 22; 25, 26) which are mounted at the coupling body (17).

6. (Amended) The convertible of claim 4, wherein the partial joint (15), assigned to the lid part (4), has two joint points (19; 20), which are mounted at the lid part (4), and the partial joint (16), assigned to the auxiliary frame (11), has two joint points (27, 28), which are mounted at the auxiliary frame (11).

7. (Amended) The convertible of claim 4, wherein the partial joint (16), which is connected with the auxiliary frame (11), causes the guide rod (23; 24) of the partial joint (15), which is connected with the lid part (4), to stand up over a movement of the auxiliary arm (11) and a coupling with the coupling body (17).

12. (Amended) The convertible ~~vehicle~~ of one of the claims 8 or 9, wherein at least one elongated hole, functioning as a sliding block guide (123; 124; 123.1) is constructed for shifting the joint point or points (118, 119, 118.1, 119.1) assigned to the auxiliary frame (111, 111.1).

13. (Amended) The convertible of one of the claims 8 or 9, wherein two joint points (118, 119) in the auxiliary frame (111) are held in two elongated holes (123; 124), which extend essentially linearly and, in the closed position, in the driving direction.

15. (Amended) The convertible device of one of the claims 8 or 9, wherein the joint (114.1) is a quadruple joint and two of the joint points (118.1; 119.1) are assigned to the lid part (104) and two further ones to the auxiliary frame (111.1), the joint points (118.1; 119.1), assigned to the auxiliary frame (111.1), being moveable in a common sliding-block guide (123.1).

17. (Amended) The convertible ~~device~~ of claim 14, wherein, when the lid part (104) is closed, the two joint points (118.1; 119.1), assigned to the auxiliary frame (111.1), are held in a, in the driving direction (F), extreme rear position.